

# Environmental Impact Assessment Screening For Ardagh Station House

Prepared, on behalf of Limerick County Council, by Rory Dalton, Independent Ecologist



## Table of Contents

1. Introduction.....	3
2. Legislative Context.....	3
3. Brief Description of the Sites and Proposed works.....	4
3.1 Site Description and Location.....	4
3.2 Proposed Works.....	4
4. EIA Screening Checklist.....	5
5. Annex III Screening Selection Criteria.....	14
5.1 Characteristics of Project.....	15
5.1.1 The size of the project.....	15
5.1.2 The cumulation with other projects.....	15
5.1.3 The use of natural resources.....	15
5.1.4 The production of waste.....	16
5.1.5 Pollution and nuisances.....	16
5.1.6 The risk of accidents.....	16
5.2 Location of Project.....	17
5.2.1 The existing land use.....	17
5.2.2 The relative abundance, quality and regenerative capacity of natural resources in the area.....	17
5.2.3 The absorption capacity of the natural environment.....	17
.....	18
5.3 Characteristics of the Potential Impact.....	18
5.3.1 Human Beings.....	18
5.3.2 Biodiversity and Water.....	18
5.3.3 Land, Soil, Air and Climate.....	19
5.3.4 Material Assets, Heritage and the Landscape.....	20
6. Conclusion.....	21
7. Photographs and Maps.....	22
8. Bibliography.....	28

## 1. Introduction

Rory Dalton was appointed by Limerick County Council to undertake an Environment Impact Assessment Report Screening for the proposed works to be carried out at the Ardagh Station House. Ardagh is a village in the South West area of County Limerick, situated three miles from Newcastle West. The Station House is located on the perimeter of the village ITM Co-ordinates E 528371, N 638543. The works proposed aim to refurbish the buildings and immediate surrounding area of the site to create a space that can be utilised by locals and also users of the Great Southern Greenway. This will be achieved through upgrading the existing station house and the goods shed on site, constructing a car park for users and building a playground and amenity area for Greenway users and locals alike. As the proposed site will have restroom facilities for users the developers will be connecting to the main foul sewer at the main road. Some trees and hedgerows will also need to be removed for aforementioned building.

## 2. Legislative Context

EIA is a procedure required under the terms of European Union Directives 85/337/EEC and 97/11/EC on assessment of the effects of certain public and private projects on the environment. Article 2 of the Directives requires that *“Member States shall adopt all measures necessary to ensure that, before consent is given, projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects.”* Article 8 then requires that *“The results of consultations and information gathered pursuant to [the EIA procedure] must be taken into consideration in the development consent procedure”*

The requirements for screening are contained in Article 4 of Directive 97/11/EC. Article 4(1) requires that *“...projects listed in Annex I shall be made subject to an assessment...”*. EIA is therefore mandatory for the categories of projects listed in Annex I and Member States’ legislation must provide for this. The Annex I list defines about 21 categories of projects for which EIA is mandatory. Screening of these projects must lead to a “yes” decision that EIA is required. Article 4(2) requires that for *“...projects listed in Annex II, the Member States shall determine through (a) a case-by-case examination, or (b) thresholds and criteria set by the Member State”*

In this case, the project type is listed in Annex II and is being dealt with it in a case-by-case examination.

### **3. Brief Description of the Sites and Proposed works**

#### **3.1 Site Description and Location**

Ardagh is a village in the South West area of County Limerick, situated three miles from Newcastle West. The Station House is located on the perimeter of the village ITM Co-ordinates E 528371,N 638543. The Ardagh former train station was once an important stop along the Great Southern Railway's Limerick to Tralee line, which is also known as the 'North Kerry Line'. In 1880 the line from Limerick to Barnagh and onto Tralee opened providing a link for the transport of both passengers and goods. The North Kerry Line ceased to carry passengers in 1963, however the line continued to carry goods traffic until 1977. The tracks of the Limerick to Tralee line were finally removed in 1988. After this the buildings on site fell in to disrepair, a state in which they still exist.

The Great Southern Greenway is a 39 km walking and cycle way that runs along the old railway line connecting the towns of Rathkeale, Newcastle West and Abbeyfeale. It was a welcomed recreational development in the area and opened up the area to visitors from around the globe.

#### **3.2 Proposed Works**

The proposed works aim to refurbish the buildings and immediate surrounding area of the site to create a space that can be utilised by locals and also users of the Great Southern Greenway. The gate to the area will be retained while the road will be resurfaced with a gravel or macadam finish. A playground will be built measuring 1000sqm to the East of the Station House with the area local to the station house being paved in suitable material to allow for an outdoor seating and bike stand area. Regarding the Station House itself, it is to be refurbished for commercial and/or community use. The single story lean-to to the west of the building will be demolished completely with a single story extension built on to the east side of the building. There will be a primary access point established from the Greenway on to the site with a post and rail fence otherwise along the boundary. The existing remains of the old platform will be retained and rebuilt where necessary with vegetation removed and existing remains of platform graded down to floor level to open up views of the Station House from the Greenway. The existing goods shed will be refurbished with a single story toilet and services block built beside it. There will be an additional hard standing area of the site constructed to provide parking for cars and camper-vans.

## 4. EIA Screening Checklist

Questions to be considered	Yes/No  Brief explanation	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in water-bodies, etc)?	Essentially no; there are areas that will be changed, for example the removal of low value habitat for the playground to be built, however these changes are minor and will not cause negative physical changes to the environment. The rest of the re-surfacing and paving is to be carried out on concrete and gravel surfaces.	No, the majority of surfaces to be paved are pre-existing hardstand surfaces. The playground is to be built on what was once a grass lawn and is now gone rank
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes Construction phase: Materials (cement, tarmac, gravel stone) and energy (diesel) for construction. Operational Phase: The usual use of resources such as electricity and water	No These resources are not in short supply.
3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Construction phase - Yes: Cement, fuels and lubricants  Operational phase - No	No A well planned and implemented CEMP utilizing best practices and standard operating procedure will be put in place.

<p>4. Will the Project produce solid wastes during construction or operation?</p>	<p>Construction phase - Yes: Rubble will be produced</p> <p>Operational phase - No</p>	<p>No</p> <p>It may be used to fill areas under the paving, the rest will be managed by a licensed contractor</p>
<p>5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?</p>	<p>Construction phase - Yes: Exhaust fumes from the machinery will be slightly elevated from normal levels</p> <p>Operational phase - No: As normal</p>	<p>No</p> <p>Exhaust fumes from the machinery will only be slightly elevated from normal levels</p>
<p>6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?</p>	<p>Construction phase - Yes: Machinery will cause noise and vibration.</p> <p>Operational phase - No</p>	<p>No</p> <p>Noise and vibration will not be far above existing levels, and the machinery being used will be relatively small consisting of regular sized gravel trucks and delivery trucks, 3 or 5 tonne dumper, small to medium excavator etc.</p>
<p>7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?</p>	<p>Construction phase - Yes: There is the risk of suspended solids (dust from rubble, mud, cement) or fuel/lubricant spills entering the drainage ditches during times of heavy rain</p> <p>Operational phase - No</p>	<p>No</p> <p>A well planned and implemented CEMP utilizing best practices and standard operating procedures will negate any issues.</p>

<p>8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?</p>	<p>Construction phase - Yes: As with any construction site there are risks involved for the workers and for the environment by way of accidents</p> <p>Operational phase - No</p>	<p>No All workers are aware of the dangers of working on a building site, they are used of working on sites and have completed their SafePass. Potential for accidents are further reduced by the CEMP; this applies to the safety of both the workers and the environment. Additionally the sections of the site which are being worked on will be fenced off to the public.</p>
<p>9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?</p>	<p>Yes: There will be minor social changes - all of them positive. The works will improve the operation of the Greenway by providing facilities for users along the route while also providing amenities for locals in the area. It could also potentially be a boost for business owners in the area as the developed site would bring a greater volume of visitors to the area.</p>	<p>No Only positive changes as previously explained</p>
<p>10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?</p>	<p>No There are no consequential developments anticipated from this project. There are no anticipated cumulative impacts with planned activities in the locality. There are no cumulative impacts with existing activities in the locality</p>	<p>No No significant impact in this regard</p>

<p>11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?</p>	<p>Yes  There are three Natura 2000 sites within 15km to the works area. These are Stack's to Mullaghareirk Mountains, West Limerick Hills and Mount Eagle SPA (004161), Askeaton Fen Complex SAC (0002279) and Barrigone SAC (000432).  These Natura 2000 sites are 1.7 km, 10.7 km and 11.3 km respectively from the proposed site.</p>	<p>No  An Appropriate Assessment Screening has been carried out which addresses this issue. In summary, the small and localized scale of the works coupled with the distance from the protected sites promises no protected sites being affected.</p>
<p>12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?</p>	<p>No  The surrounding area is mainly improved agricultural grassland, with some farm yards and houses. The closest watercourse is a small first order stream which is a tributary of the Deel; this watercourse is 300m away</p>	<p>No  Surrounding habitats are of low value ecologically. Small first order stream is 300m away across land with little or no gradient</p>
<p>13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?</p>	<p>Not any specific areas. It cannot be ruled out that wintering geese or swans would not use the agricultural grasslands, although the area is far from optimal wintering grounds for birds any use by wintering birds would likely be sporadic random usage.</p>	<p>No  the footprint of the proposal is small and the works are in line with usual disturbance in the area - operation of light machinery akin to farm machinery etc. Also the proposed site is enclosed by hedgerows and treelines to screen any disturbance</p>

<p>14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?</p>	<p>No Although the bedrock is limestone, the works are far too small to pose any risk to groundwater aquifers</p>	<p>No</p>
<p>15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?</p>	<p>No</p>	
<p>16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?</p>	<p>Yes The proposed works will be completed on the Rathkeale to Newcastle West portion of the Great Southern Greenway. The works will significantly improve this section of the route by providing amenities for users such as a playground, parking, picnic areas and toilet facilities.</p>	<p>No The proposal is designed to enhance the area by making it more accessible and convenient for cyclists and walkers alike.</p>
<p>17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?</p>	<p>No</p>	<p>No</p>

<p>18. Is the project in a location where it is likely to be highly visible to many people?</p>	<p>Yes</p> <p>The proposed works will take place just outside of Ardagh village on a relatively quite rural road with surrounding residential housing.</p>	<p>No</p> <p>The proposed development is not expected to have a significant visual impact other than a positive one as a result of the derelict buildings being repaired to a high standard and the development of the surrounding land.</p>
<p>19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?</p>	<p>Yes</p> <p>The Ardagh Station House (RPS 900) itself is a building of special interest. It is registered under the category of Architectural , reg number 21825001. Limerick City and County Council engaged Architectural Conservation Professionals to carry out a Building Conservation Inspection and Order of Magnitude Cost Report on the station house in October 2019. This document can be found in Appendix C of the Invitation to Tender documents.</p>	<p>No</p> <p>Other than the Station House there are no previously identified monuments located within, or in the immediate area of the subject development lands.</p>

<p>20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?</p>	<p>No The area where the project is to be developed was once an important stop along the Great Southern Railway line with the Station Building itself dating back to the 1850's. Therefore there would be no loss of greenfield land. Additionally sections of the land involved in the proposal has been previously sealed with concrete and gravel.</p>	<p>No significant impact</p>
<p>21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?</p>	<p>Yes There are a number of land uses around the location. These include rural residential premises as well as Ardagh Village which has the features of a typical village including some bars, a church, a shop, primary school and a number of other commercial premises.</p>	<p>No All aforementioned land uses aim to benefit from the proposed works due to an increased number of visitors to the area which will hopefully improve commerce as well as providing local residents additional improved recreational activities. Agricultural land will not be affected due to the contained nature of the works.</p>
<p>22. Are there any plans for future land uses on or around the location which could be affected by the project?</p>	<p>Not at the time of this proposal</p>	<p>No The project aims to have a minimum effect on surrounding areas and it seems the works will potentially increase attractability of the area. Furthermore all development will be compatible with future development objectives.</p>

<p>23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?</p>	<p>Yes</p>	<p>No The proposal is designed and intended to enhance the local land use and to positively impact the lives of locals</p>
<p>24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?</p>	<p>Yes  There is a primary school and church within 2 km of the proposed works.</p>	<p>No  The proposal is designed and intended to enhance the local land use and to positively impact the lives of locals</p>
<p>25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?</p>	<p>No</p>	<p>No</p>
<p>26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?</p>	<p>No</p>	

27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No	No
---	----	----

## **5. Annex III Screening Selection Criteria**

Article 4(3) of Directive 97/11/EC requires that Competent Authorities must take into account the selection criteria set out in Annex III of the Directive when making screening decisions on a case-by-case basis and when setting thresholds and criteria for projects requiring EIA. The criteria are set out under three headings as follows:

### **1. Characteristics of Projects**

The characteristics of projects must be considered having regard, in particular, to:

- the size of the project,
- the cumulation with other projects,
- the use of natural resources,
- the production of waste,
- pollution and nuisances,
- the risk of accidents, having regard in particular to substances or technologies used.

### **2. Location of Projects**

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, having regard, in particular, to:

- the existing land use,
- the relative abundance, quality and regenerative capacity of natural resources in the area,
- the absorption capacity of the natural environment, paying particular attention to the following areas:
  - wetlands;
  - coastal zones;
  - mountain and forest areas;
  - nature reserves and parks;
  - areas classified or protected under Member States' legislation;
  - special protection areas designated by Member States pursuant to Directive 79/409/EEC and 92/43/EEC;
  - areas in which the environmental quality standards laid down in Community legislation have already been exceeded;
  - densely populated areas;
  - landscapes of historical, cultural or archaeological significance.

### **3. Characteristics of the Potential Impact**

The potential significant effects of projects must be considered in relation to criteria set out under 1 and 2 above, and having regard in particular to:

- the extent of the impact (geographical area and size of the affected population),
- the transfrontier nature of the impact,
- the magnitude and complexity of the impact,
- the probability of the impact,
- the duration, frequency and reversibility of the impact.

## 5.1 Characteristics of Project

### 5.1.1 The size of the project

The proposed development is over a small area and is centred at approximately ITM Co-ordinates E 528371 N 638543, on the perimeter of Ardagh village and approximately 3km from Newcastle West.

A playground will be built measuring 1000sqm to the East of the Station House with the area local to the station house being paved in suitable material to allow for an outdoor seating and bike stand area. Regarding the Station House itself, it is to be refurbished for commercial and/or community use. The single story lean-to to the west of the building will be demolished completely with a single story extension built on to the east side of the building. There will be a primary access point established from the Greenway on to the site with a post and rail fence otherwise along the boundary. The existing remains of the old platform will be retained and rebuilt where necessary with vegetation removed and existing remains of platform graded down to floor level to open up views of the Station House from the Greenway. The existing good shed will be refurbished with a single story toilet and services block built beside it. There will be an additional hard standing area of the site constructed to provide parking for cars and camper-vans.

### 5.1.2 The cumulation with other projects

It is not envisaged that this project will, in cumulation with any other project typical of the area, have effects on the environment.

### 5.1.3 The use of natural resources

The major use of natural resources associated with the proposal is in the form of construction material. Stone/brick, gravel, tar, cement and water will constitute the main components of what will be used for the build. Fuel and lubricants will be used in the machinery. During the operational phase, the project will only be using resources such as electricity and water. None of these natural resources are in short supply and the amounts to be used in the proposal are small.

#### 5.1.4 The production of waste

Waste production from the proposal will be most evident during the construction phase. It will consist mainly of rubble and spoil from excavation and protective wrapping and packaging from elements such as lighting, signage, other deliveries, workers lunches etc. The production of waste is not likely to cause significant impacts. Waste will be disposed of in licenced facilities. Rubble may be used as fill onsite.

Toilet facilities that are to be built for visitors with an application put in so that waste will be connected to the main foul sewer on the main road. Bins and bin disposal will be taken care of by Limerick County Council

#### 5.1.5 Pollution and nuisances

In a project such as this there is the capacity for pollution, mainly through fuel or other on-site chemical being spilled either in-situ or becoming incident on a water body. There is also the capacity for suspended solids to become incident on a water body. There are stipulations within the CEMP that negate such issues. The work on the Ardagh Station House will be carried out in a manner that ensures as little disruption as possible.

There is a certain nuisance to business and daily life while works are going on, however the location of the proposed works is quite rural and will not affect the operations in Ardagh village. Although the Rathkeale to Ardagh and Ardagh to Newcastle West portion of the Greenway may be affected during the development this disruption should be short lived with numerous benefits resulting from the upgraded works.

This is a well intended proposal therefore is well supported and the nuisance short lived, therefore nuisance is not a significant issue. There will be no additional pollution or nuisance generated during the operational phase.

In all, the potential for significant impacts arising from pollution and nuisance is low.

#### 5.1.6 The risk of accidents

Risks of accidents from the operational phase of the works will be the same as any other groundwork/landscaping site. All workers are aware of the dangers of working on a building site, they are used of working on sites and have completed their SafePass. Potential for accidents are further reduced by the CEMP; this applies to the safety of both the workers and the environment. Additionally the sections of the site which are being worked on will be fenced off to the public.

## **5.2 Location of Project**

### **5.2.1 The existing land use**

The existing land use of the proposal serves as a derelict site not utilised by the public. A portion of the Greenway runs behind the Station House but other than this the land of the proposed site is not currently in use.

The current proposal will not cause negative impacts to the existing land use but rather will increase the areas attractability to visitors and locals alike while also improving the Great Southern Greenway route considerably.

### **5.2.2 The relative abundance, quality and regenerative capacity of natural resources in the area**

The footprint and proposed works are typical of an old building and grounds. The majority of surfaces to be paved are pre-existing hardstand surfaces. The playground is to be built on what was once a grass lawn and is now unmanaged grassy verge habitat (Fossit Code GS2) which is abundant in the wider area and is of “lower quality local importance” according to Nairn and Fossitt 2004 classification.

### **5.2.3 The absorption capacity of the natural environment**

The amount of material what will require absorption will be very small, typical of the building of a house or refurbishment of an old house, and as such, the absorption capacity of the local environment will be plenty for the proposed project.

## 5.3 Characteristics of the Potential Impact

In general, all potential impacts relate to the construction stage (during which a strict CEMP will be employed), potential impacts relating to the operational stage are generally positive.

<b>5.3.1 Human Beings</b>	
The extent of the impact (geographical area and size of the affected population)	The site location is in a rural setting and therefore should not have any major impact on the area or immediate population. The site is located on a local tertiary road approximately 250 meters from the R523 from Ardagh to Rathkeale which would see minimal traffic excluding the few local residents in the area. The majority of construction works will be taking place within the boundaries of the site so therefore should not cause any major traffic disruptions. In all it will be a positive development for people in the area.
The magnitude and complexity of the impact	The impact will consist of minor traffic nuisance, and potentially airborne dust from the building site. However in magnitude the impact is small with the outcome of the works providing improved amenities for the area.
The probability of the impact	Almost certain
The duration, frequency and reversibility of the impact	As long as the works will go on estimated 2-4 months
Requirement for EIA	No

<b>5.3.2 Biodiversity and Water</b>	
The extent of the impact (geographical area and size of the affected population)	Approximately 1 hectare. The footprint and proposed works are typical of an old building and grounds. The majority of

	surfaces to be paved are pre-existing hardstand surfaces. The playground is to be built on what was once a grass lawn and is now unmanaged grassy verge habitat (Fossit Code GS2) which is abundant in the wider area and is of "lower quality local importance" according to Nairn and Fossitt 2004 classification. Some small immature trees and bushes are to be removed
The magnitude and complexity of the impact	Small magnitude and straight-froward
The probability of the impact	Definite
The duration, frequency and reversibility of the impact	The impact will happen once, and will likely be of a duration of approx 100-500 years. It is not reversible
Requirement for EIA	No. The habitats impacted are of lower quality local importance and are plentiful in the area. Vegetation will be cut outside of the birds nesting season as is standard practice. The footprint and proposed works are small and mainly on existing hardstand, and all on ground that has been modified by humans

<b>5.3.3 Land, Soil, Air and Climate</b>	
The extent of the impact (geographical area and size of the affected population)	Land use is essentially remaining as is within the footprint of the proposal. There may be a minor impact on air during the construction phase Climate - no
The magnitude and complexity of the impact	In terms of air quality, there may be some masonry-type dust generated during the course of the construction phase, along with potential minor increases in exhaust fumes from the building machinery and the traffic management plan. The magnitude of these impacts is very small. The proposed development will improve facilities in the area while also possibly encouraging more environmentally friendly modes of transport through

	<p>the regeneration of this portion of Greenway.</p> <p>Measures to mitigate possible short term impact during the construction stage will be incorporated into the Environmental Operating Plan for the construction stage.</p>
The probability of the impact	Dependant on parameters such as traffic levels and precipitation (dust)
The duration, frequency and reversibility of the impact	As long as the works will go on (estimated 2-3 months)
Requirement for EIA	No

#### 5.3.4 Material Assets, Heritage and the Landscape

<b>5.3.4 Material Assets, Heritage and the Landscape</b>	
The extent of the impact (geographical area and size of the affected population)	<p>There are no significant negative impacts to material assets or heritage. As previously mention the Ardagh Station House is a building of special interest and has been properly inspected by Architectural Conservation Professionals to ensure proper cognisance of best conservation practices is implemented during the refurbishment of the building. Furthermore works on the building will be supervised throughout the project.</p> <p>There may be a slight impact to landscape during the construction phase.</p> <p>All impacts relative to these parameters are positive during the operational phase.</p>
The magnitude and complexity of the impact	The area may, to some, look unsightly during the construction phase
The probability of the impact	Subjective
The duration, frequency and reversibility of the impact	As long as the works will go on (estimated 2-4 months)

Requirement for EIA	No
---------------------	----

## 6. Conclusion

Having considered the proposal in line with the guidance referenced in the bibliography, there is no requirement for EIA. Having regard to the characteristics of the proposal, the location of the proposed works, and the scale of the proposed development, significant impacts on the environment are not anticipated. In general, all potential impacts relate to the construction stage (during which a strict CEMP will be employed) and potential impacts relating to the operational stage are positive.

An Appropriate Assessment Screening report prepared in line with Article 6 of the Habitats Directive concluded there would be no significant impacts on any Natura 2000 sites.





Plate 3 Ardagh Station House Layout Plan

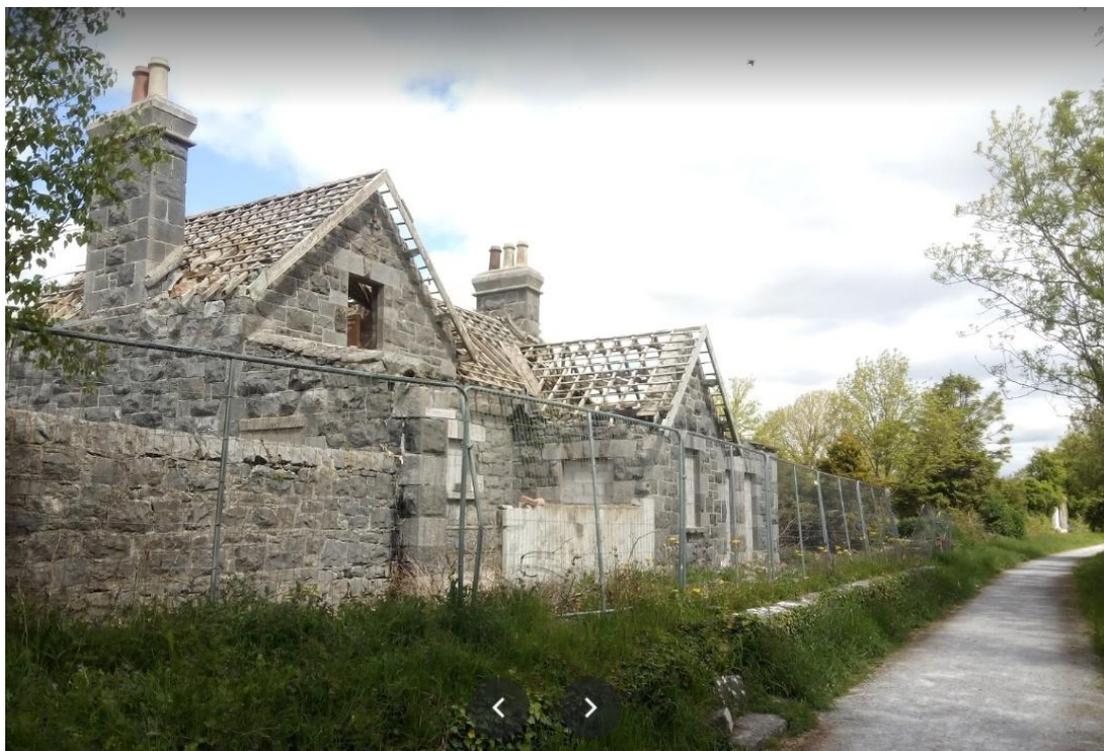


Plate 4: Rear of Ardagh Station House and Great Southern Greenway route



**Plate 5:** Area of low value habitat where proposed playground to be built



**Plate 6:** Gate to site which will remain in use once plans are completed



**Plate 7:** Proposed area for car park



**Plate 8:** Station House and lean to shed/ Lean to shed is to be demolished



**Plate 9:** Old section of railway platform



**Plate 10:** Goods shed - single story toilet and services block to be built alongside this



**Plate 11:** Access point for Great Southern Greenway Route

## 8. Bibliography

Environmental Protection Agency (2017) draft "Guidelines on the information to be contained in Environmental Impact Assessment Reports".

Environmental Protection Agency (EPA). 2013. *Integrated Biodiversity Impact Assessment – Streamlining AA, SEA and EIA Processes: Practitioner’s Manual*. EPA STRIVE Programme 2007–2013; Report Series No. 106. EPA, Wexford.

European Commission "Guidance on EIA Screening" June 2001

Fossitt Julie A. "A Guide To Habitats In Ireland" 2000

Nairn, R. and J. Fossitt (2004) The Ecological Impacts of Roads, and an Approach to their Assessment for National Road Schemes. In: J. Davenport and J.L Davenport (eds) *The Effects of Human Transport on Ecosystems: Cars and Planes, Boats and Trains*, 98-114. Dublin. Royal Irish Academy

NPWS Conservation Objectives: Stack's to Mullaghareirk Mountains, West Limerick Hills and Mount Eagle SPA (004161) National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS (2014) Site Synopsis: Stack's to Mullaghareirk Mountains, West Limerick Hills and Mount Eagle SPA (004161) National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS Conservation Objectives: Askeaton Fen Complex SAC (0002279) National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS (2014) Site Synopsis: Askeaton Fen Complex SAC (0002279) National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS Conservation Objectives: Barrigone SAC (000432) National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS (2014) Site Synopsis: Barrigone SAC (000432) National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

### Websites

National Parks and Wildlife Services Protected Sites

<https://www.npws.ie/protected-sites>

Buildings of Ireland

<https://www.buildingsofireland.ie/buildings-search/building/21825001/ardagh-railway-station-kilreash-ardagh-co-limerick>